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Hong Kong Daily Press.

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The Only Award Chicago, 1893
[91a]

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[a1545]

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General Managers.
Hongkong, 13th August, 1903. [a389]

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We are Sole Agents for the following—
MONOPOLE, FUTURE, CENTAUR, and
NEW PREMIER CYCLES. Best American
Machines in the Market, always on View and
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MOTOR CYCLES, MAIL CARTS,
BICYCLES FITTED WITH PNEUMATIC
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Stock. First-class workmanship guaranteed in
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PURE FRESH WATER.

THE HONGKONG STEAM WATER-
BOAT CO., LTD., is prepared to supply
ANY QUANTITY of PURE FRESH
WATER to the Shipping, both for Deck and
Boats.
Call Flag W.

J. W. KEW,
Manager,
1st Floor, 37, Connaught Road
Hongkong, 13th June, 1903. [a384]

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AND
CANTON
HOTELS.**

A LITTLE CHANGE.

THE Round Trip from HONGKONG
to MACAO, thence to CANTON and back to
Hongkong, will be found interesting and
enjoyable.

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ELGIN ROAD, KOWLOON.
35 Bedrooms, excellently furnished.
Bath to each room.

Dining-room and Cuisines under strict
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European and American Wines, Spirits, and
Beers.

POOL AND BILLIARDS.
English, American and Manila Newspapers on
file.

Terms: \$4 to \$10.00 per day.

R. MATTHEW,
Proprietor.

Hongkong, 6th May, 1903. [a218]



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CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.

15, Queen's Road,
Hongkong, 4th March, 1904. [a35]

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**ANDERSON'S REGULATION
WATERPROOFS.**

NEW STYLES IN CLOTH RAINCOATS.
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SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,
\$23.50 PER DOZ.

Distinguished by Four Stars on the label.

C.P. & Co.'s INVALIDS' PORT
\$21 PER DOZ.

This fine Wine is old, soft, and of grand flavour.
See analysis and certificate by Professor Cassall.

ANOTHER FINE COGNAC, \$18.50 per doz.

Less old than the above.

IMPERIAL BRANDY
\$12.00 PER CASE.

11 Years old: the finest quality shipped.

Each bottle bears an Analyst's certificate.

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BLEND WHISKY,**

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23 and 25, QUEEN'S ROAD.

Foster's Electrical Engineer's Pocket Book	\$17.00	Precautions Against Plague, Malaria, and Cholera	\$30.15
Electrical Engineer's Measuring Instruments, by Part	8.00	The Directory and Chronicle for China, Japan, &c.	10.00 and 6.00
The Back Books of China, by Logan Jack	9.00	The South China Directory Hongkong and Canton	2.00
Korea, by Angus Hamilton	13.00	Set of Dickens' Works in 15 Vols.	17.00
Japan, by Hartshorne; 2 Vols.	18.50	Gorilla Hunters, by Ballantyne	0.45
The Great Crusade (Fiscal Policy): an Alphabet for Everybody	0.90	Trail of the Dead, by Robinson	1.75
Via Eastern Telegraph Social Code	3.90	The Cardinal's Pawn, by Montgomery	1.75
MacKrow's Naval Architect's Naval Pocket Book	10.70	On Satan's Mount, by Tilton	1.75
Clark's Mechanical Engineer's Pocket Book	5.25	The Story of Tonti, by Catherwood	1.75
Chinese Porcelain, by Gulland; 2 Vols.	17.00	Little Joan, by Strange Winter	1.75
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Whitaker's Almanack	0.90 and 2.20	NEW STOCK.	
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Reduced to		HALMA. RACE GAMES.	
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		GAMES OF ALL KINDS.	

THAT BALD SPOT

Will grow bigger and bigger unless you use a remedy that will take away the cause of hair falling out.

QUININE HAIR TONIC

Is new life to dying hair. It cures itching scalp and takes the fever out. It removes the cause of dandruff and stops the hair falling. No preparation can do more to produce a luxuriant growth of new hair.

PRICE \$1.50 LARGE BOTTLE.

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GOOD WORK, PROMPT RETURN.

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PHOTO GOODS STORE,

17A, QUEEN'S ROAD CENTRAL.

Hongkong, 21st December, 1903. [a38]

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PRIVATE ELECTRIC LIGHTING PLANT, & A SPECIALTY.
Fully detailed Estimates drawn up free of charge upon application to the above.

Hongkong, 3rd December, 1903. [a33]

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ELECTRIC LAMPS OF ALL KINDS AND AT MODERATE PRICES
ALWAYS IN STOCK.

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BEAUTY OF ILLUMINATION COMBINED WITH GREAT ECONOMY
AS CHEAP AS GAS!

FOR PARTICULARS APPLY TO

EDM. JOHANNSEN OR SIEMSSSEN & CO.

Hongkong, 18th August, 1903. [a319]

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Hongkong, 18th August, 1903. [a319-1]

COTTAM & CO.

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HONGKONG HOTEL BUILDINGS.

Hongkong, 10th June 1903. [a318]

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MARRON GLACES, CRYSTALLISED FRUITS.

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XMAS PLUM PUDDINGS.

DATES, FIGS, RAISINS, ALMONDS and NUTS.

STILTON, CHEDDAR, GOI GONZOLA, ROQUEFORT, CAMENBERT

CHEESE SAVOIE, CREAM CHEESE, MACLAREN'S and YOUNG AMERICAN

CHEESE YORK HAM and BEST ENGLISH BACON.

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CLARETS.
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IN EXCELLENT CONDITION.

	1 doz. Qts.	2 doz. Pts.
B. ST. ESTEPHE (Red Capsule) ...	\$8.00	\$9.00
C. ST. JULIEN (Red Capsule) ...	10.00	11.00
D. LA ROSE (Red Capsule) ...	13.50	14.50
CHATEAU HAUT- BRION LARIVET ...	20.00	22.00
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CHATEAU PONTET CANET ...	28.00	—
CHATEAU LA TOUR CARNET ...	33.00	—
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THE HONGKONG DISPENSARY.

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Only communications relating to the news columns
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Correspondents must forward their names and ad-
dress with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
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No anonymously signed communications that have
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The Daily Press.

HONGKONG OFFICE: 14, DESVEUX ROAD, C.I.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 1ST APRIL, 1901

THE steady advance of the Japanese troops in Corea is manifested in the telegrams published the last two days. They have successfully repulsed a Russian attack at Chongfu, or Chengju; as it is generally spelt on the maps. This is a town about ten miles further along the road to Wiju than Kusan, which was the advanced post of the Japanese when last reported. The telegrams vary somewhat in their accounts of the fight. The Japanese appear to have had both infantry and cavalry, though REUTER only mentions infantry. The Russians, according to the same authority, were Cossack troops; they were 600 in number, says the Japanese official account. The collision took place outside the south gate of Chengju and the Russians were driven back, the Japanese then occupying the town. The losses are variously estimated. The Russians allow 15 killed and wounded on their side; the Japanese found nine or ten of their dead on the field and in the fortifications. The Japanese official report gives five killed and twelve wounded; but REUTER says that 50 Japanese were killed, deriving his information from an unknown source. The affair was one of outposts, it is clear, and the Russian defeat is not significant, except as showing that they are not in great force south of Wiju now. The Japanese have advanced to within 70 miles of Wiju on the main road, and Wiju is but a few miles of the Yalu estuary. They seem to be moving forward at a more rapid rate than before, having by this time presumably strengthened their line of communications and established their commissioners on sound footing. What is happening to the "considerable Cossack force" operating east-south-east of the Japanese advance, of which we were told

from S. Petersburg a few days ago, we do not know. Perhaps it is limiting its attention to a Japanese movement from the direction of Gensan. Of such a manœuvre we hear nothing whatever from the Japanese—a fact which does not, of course, prove its non-existence. It does not seem probable that there is any large force of Russians, even of Cossacks, in Corea, except possibly just south of the Yalu. If the Japanese continue to push forward with the whole of their First Army, it seems likely that they will before long accomplish their first purpose, that of clearing Corean territory of the enemy.

But when they have driven the Russians out of Corea, it may be asked, what will be their plan of campaign then? It is interesting to note that about two weeks ago the military correspondent who is writing in the *Times* on the Russo-Japanese war gave a piece of counsel to Japan which certainly merits attention. He strongly advised the Japanese, so a telegram to the Indian papers states, to regard the seizure of Port Arthur, Corea, and Vladivostock as ending Russian dominion in East Asia, and he deprecated an advance to Harbin. What Japan's actual plans are we cannot, of course, pretend to know, but we should hardly think they contemplate a perilous advance far into North Manchuria. If within reasonable time they can bring about the fall of Port Arthur and Vladivostock they will at the same time annihilate the Russian fleet, and it would be very many years before Russia could venture to meet Japan at sea again. Then, with full control of North-east Asiatic waters in Japanese hands, it is difficult to see how Russia could hope to recover either of her strongholds; while in Corea Japan could render her position impregnable, the configuration of the country and the nearness of Japan's base of supplies making this a comparatively easy task for a military nation. Newchwang would have to be evacuated by the Russians, if not already captured by the Japanese, an event to which we may look forward unless something very startling occurs. And then?—again it may be asked. Well, we do not see what Russia could do to regain her position, or indeed to prolong the struggle, unless she could drag China into it, which all the Powers are bound to do their best to prevent.

On the other hand, Port Arthur and Vladivostock may hold out and Japan may be beaten on the Yalu. Russia may make her weight tell. In that case, it remains to be seen whether the Powers, or rather the combination of the Powers, can afford to see Russia predominant and Japan crushed. We believe not, and in spite of the selfishness of international politics we think that Japan will in any case reap the reward of her bravery.

To-day being Good Friday, there will be no issue of the *Daily Press* to-morrow, Saturday. The next appearance will be on Monday, the 4th instant.

One plague case was reported in the Colony during the day ending at noon yesterday, a Chinaman being found dead on some vacant ground near a building-yard at Mongkok.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospital begs to acknowledge with thanks the following donation to the funds of the Hospital:—D. MacDonald \$25.

The Russian Press has discovered a fresh grievance against the United States in the proposal to lay a cable from Japan to Guam.

This is a private proposal by a commercial cable company of old standing, which the U.S. Government has been considering with reference to its neutral obligations.

The salary of H.E. Sir Henry Blake, as Governor of Colombo, was, by vote at the last Legislative Council held in Colombo, raised from 80,000 rupees to 96,000 rupees per annum, of which 18,000 rupees is to be regarded as an entertainment allowance, to be used by the Governor, or in his absence on leave, by the Officer Administering the Government.

The Manager of the Chartered Bank informed us yesterday that he had that morning received the following telegram from the Head Office in London:—"At the approaching meeting of shareholders, the directors will recommend a dividend for the past half-year at 10 per cent. per annum, free of income tax, that £75,000 be placed to reserve, which will then stand at £800,000, and that £63,000 be carried forward as undivided profit."

An American paper says:—"The spectacle of the mighty Russian Empire, with its terrifying military traditions and its symbolic ravens, bear, sprawled on all fours, in a continual wince for the sympathy of the world, would be one to touch the pity of mankind were it not so essentially grotesque." The writer proceeds, like many others, to couple Count Lamsdorff's Circular with M. Muravieff's remarks, and to demonstrate the American view that Japan has the better position in facts and law.

Mr. T. Scercombe Smith sat in the Summary Court yesterday as *Puisne Judge*.

The net total revised naval estimates submitted to the British Parliament for 1903-4 is £35,727,500.

Sir Archibald and Lady Edmonston, Lady Caroline Roche, are at present staying in Hongkong. Sir Alexander Baird is at Canton.

Mr. Ben Viljoen, an ex-general of the Boer army, reports that Mr. Paul Kruger, the ex-President of the South African Republic, is dying at Mentone, and that his mind is fast decaying.

As varying accounts of the result of the last match played by Mr. Warner's team in Australia have appeared in Far Eastern papers—though the Hongkong papers gave the correct account—we reproduce the following telegram to Indian papers, dated Adelaide Oval, 15th March:—"In drizzling weather, on an easy wicket, England scored 184 runs for one wicket, thus defeating South Australia by nine wickets. Warner made 51, Foster 73 not out, and Tydesley 50 not. The scores were: South Australia, 259 and 77; Warner's Eleven, 154 and 184 for one wicket."

NAVAL NOTES.

H.M. battleships *Centurion*, *Glory* (flying the flag of Admiral Sir Gerald H. Noel, Commander-in-Chief), *Albion* (flying the flag of Rear-Admiral the Hon. A. G. Curzon-Hove, C.B., C.M.G.), *Vengeant*, and *Owen*, and the cruisers *Blenheim*, *Crescent*, and *Amphitrite* returned from Mirs Bay yesterday. H.M. cruiser *Sirius* towed out some targets, and great activity was noticed amongst the British torpedo-destroyers. The Chinese gun-boat *Fu Po*, Capt. Kew, arrived from Canton yesterday, having left that port on the 30th.

LEAVITT'S TROUBADOURS.

This Anglo-American variety company is expected to open a short season at the City Hall on the 11th inst. The company is now playing in Singapore, and judging from what the Press of that City has to say of it, it must be rather above the average of those that visit this Colony, being a large and capable organisation. There are several new musical farces and comedies amongst their repertoire, besides a number of specialities.

UNION CHURCH LITERARY CLUB.

The Union Church Literary Club marked the close of their season last evening with a social. Several of the members contributed vocally, and a few little speeches were made. Some interesting lectures and good debates, it will be remembered, were given during the season.

A VISIT TO COSMOPOLITAN DOCKS.

It may not be generally known that there is a large amount of shipbuilding done at the Hongkong & Whampoa Dock Co.'s Cosmopolitan Dock premises. The launch *Concord* was built there, and a teakwood steam-boat is now in course of construction for the Chefoo Customs, while another, also of teakwood, is being built, as we understand, on spec. The new West River steamer for Messrs. Butterfield & Swire is being completed there, and may possibly be ready for service by the 15th of this month. H.M.S. *Otter*, a torpedo-boat destroyer, is in dry-dock receiving doubling plates, about 3/16th of an inch thick, on the bottom and deck level. We understand that the Hongkong & Whampoa Dock Co. have received a very large order from the Admiralty in this respect, some seven or eight torpedo-boats having to be fitted in the same manner as the *Otter*. A new launch for Kwong Yin Loong Hong has just been built, and is now upon the slipway for coppering. She is about 150ft. in length, intended for passenger and freight trade on the West River. An Indo-China launch, too, is on the slips; there are other small jobs; and the workshops and sawmills are busy.

By kind permission of Lt.-Col. Iremonger and officers, the Band of the 93rd Burma Infantry will play the following programme of music at the King Edward Hotel during dinner to-night (weather permitting):—

March. "The Washington Post"
Overture ... *Neil Gwynn* ... Edward German
Selection ... *Floradora* ... Leslie Stuart
Song ... *Audier Wesser* ... Gustav Preiss
Selection ... *Romanticism of Scotland* ... Godfrey
Walz. "Blame" ... Margie
Cake Walk. "Jolly Nogees" ... Berger
"God Save the King."

MENU.—
Hors D'Œuvres
Caviare on Toast
SOUP
Custard Asparagus
PISH.
Boiled Fish Oyster Sauce
ENTREES.
Sheep's Kidney on Toast
Larded Breast of Chicken
Pato de Foie Gras on Aspic
JOINTS.
Roast Beef and Yorkshire Pudding
Roast Saddle of Mutton and Baked Potatoes
Cold Wild Duck
CURRY.
Chicken.
BALAD.
Potato.
VEGETABLES.
Boiled Potatoes Baked Potatoes
Mashed Turnips Green Peas
SWEETS.
Plum Pudding Gooseberry Pie
Orange Ice Cream Finger Cake
DESSERT.

A BRITISH WARSHIP AND NORWEGIAN FREIGHTER.

While manoeuvring in the harbour, and making an approach to her moorings on her arrival back from Mirs Bay to Hongkong yesterday afternoon, H.M.S. *Centurion* fouled the *s.s. Oscar II*, which arrived from Moji yesterday. The *Centurion*, as is known, is a first-class battleship, while the *Oscar II* is a Norwegian freighter. The latter had 4,200 tons of coal on board for the Mitsui Bussan Kaisha, and was drawing 22 feet. Luckily the damage was slight.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR OWN CORRESPONDENTS]

THE WAR

ENGAGEMENT AT CHENGJU.

LONDON, 30th Mar., 11 a.m.

General Mikhchenko reports that he attacked a body of Japanese infantry at Chengju, north of the Cheng-chen-gang River, Corea, on Monday last, and retired after ninety minutes' fighting, having 15 killed and wounded. The Japanese loss is not stated.

NEWCHWANG.

London, 30th Mar., 11 a.m.

The British and United States Governments are taking no action with regard to Russian procedure at Newchwang. The British Government has requested Russia to protect British subjects.

THE "MANDJOUR" DISMANTLED.

SHANGHAI, 31st Mar. 11.25 p.m.

The Russian gun-boat "Mandjour" has been completely dismantled, and the Japanese cruiser waiting for her has now sailed.

[VITAL PORTIONS OF THE LARGE GUNS, THE SMALL ARMS AND OTHER OFFENSIVE FITTINGS OF THE RUSSIAN *MANDJOUR* HAVE BEEN DEPOSITED WITH THE IMPERIAL CUSTOMS AUTHORITIES AT SHANGHAI, WHILE THE SHELLS, AMMUNITION AND TORPEDOES HAVE BEEN PLACED ON A SMALL CHINESE GUNBOAT OF THE "MOSQUITO" FLEET FOR SAFE KEEPING, THIS BOAT ALSO BEING UNDER THE CONTROL OF THE CUSTOMS.—*K.D.P.*]

THE KAISER'S TOUR.

REPORTED ILL-HEALTH.

LONDON, Mar. 31st, 11.25 a.m.

The Kaiser—now on a visit to King Victor Emmanuel of Italy—is reported to be in ill-health, his condition causing some anxiety.

It is reported that the police at Rome have discovered an Anarchist plot against the Kaiser, and are taking extra precautions to ensure his safety.

REUTER'S SERVICE.

THE WAR—THE CHONGFU FIGHT.

LONDON, 29th Mar. It is reported at Seoul that an engagement took place on the 23rd instant between a detachment of Japanese infantry and Cossacks between Anju and Chongfu. The Japanese were victorious, the Russians retiring slowly. The Japanese had fifty killed; the Russian loss is not known.

CHINESE LABOUR IN SOUTH AFRICA.

LONDON, 29th Mar. Mr. Lyttelton in the House of Commons said that in view of the success in dealing with recent outbreaks of plague in South Africa, he desired to prevent the introduction of Chinese labour.

COLLISION IN HONGKONG HARBOUR.

A BRITISH WARSHIP AND NORWEGIAN FREIGHTER.

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A HUNT FOR JAPAN.

The *Globe* writes:—"Our stake in Japan is somewhat larger than would appear from the list of national loans which are known here. There are many industrial companies in which

WAR NOTES.

CONTRABAND IN THE RED SEA.

The Norwegian steamer *Mathilda*, of Bergen, which arrived in Colombo from Cardiff on the 17th ult., was detained by the Russians in the Red Sea for several days. Captain Tharwig left Cardiff on the 31st January with 4,977 tons of the best Welsh steam coal for Japan, his orders being to deliver the cargo at Nagasaki. All went well during the progress through the Mediterranean, and though they came to learn casually that war had broken out between Japan and Russia, nothing was feared once the Canal was left behind. The *Mathilda* entered the Red Sea well. She was making a fast passage and anticipated Colombo would be reached early in March. At midnight of the 20th, however, they were surprised by the Russians. The steamer was about 740 miles south of Suez when the look-out noticed a dark mass towards the south. Nothing could be made of it, and as there were no lights visible it could not be distinguished as a vessel. Suddenly, however, two shots were fired across the bows of the *Mathilda*, while searchlights were also brought into play. It was then seen that a large warship attended by a number of torpedo boats was manoeuvring a short distance ahead. The *Mathilda* soon hove to and boats from the man-of-war put out and a Russian officer and a party of marines boarded the steamer. Ascertaining that the *Mathilda* was carrying coal to Japan they took charge of her, it being explained to the captain that coal had been declared contraband of war. Captors and captives now started towards the north. Progress was very slow as several other steamers which were not were challenged and overhauled; and exactly seven days after her capture the *Mathilda* and some of her captors dropped anchor at Soudan Bay, 20 miles south of Suez on the Arabian coast. Negotiations were meanwhile being carried on by wire from Suez and on Thursday, the 3rd March, the *Mathilda* was released. It was the original intention of the Russians to take their prize to Sebastopol, but the Egyptian Government firmly refused permission to the Russians to convey prizes through the Suez Canal; nor were they allowed to enter one of their ports with the prize. There was nothing, therefore, to be done, but to release the prize.

A NECESSITY FOR ENGLAND.

The events now happening in the Far East show the absolute necessity of England retaining the command of the sea against any possible combination of Powers. In this connection, the *Morning Post* observes that "on the 1st of February the Russian naval force in the Far East was not by any means so far inferior to that of Japan that an early and complete predominance could be regarded as secure for either side. ... No one could then have foreseen that Russia would be caught with her force so badly distributed that one detachment could be destroyed by tremendous odds, a second paralysed by its eccentric position, and the main body crippled by sudden torpedo attack, so that the balance of power would be completely overturned before there had been anything like a general engagement. What has just been seen on a small scale could very possibly be repeated on a larger scale. ... The resolve of any Naval power expected to be neutral to take the side opposed to Great Britain would almost certainly have that result, and might well lead to unfortunate events at sea. ... If the policy of Great Britain for offence and defence, which are as inseparable as the two sides of

SUPREME COURT.

Thursday, 31st March.

IN BANKRUPTCY.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

ABSCONDING DEBTORS.

Re the Ching Hang firm, *expate* the Joo Tek Sang firm, Mr. P. W. Goldring, of Mr. John Hastings's office, appeared in support of an application for adjudication on the debtors' estate. He also applied on behalf of the same applicants for adjudication on the estate of the Chi Loong firm.

His Lordship asked if there had been any statement of accounts filed?

Mr. Goldring said that in both cases the debtors had disappeared from the Colony.

Mr. Bruce Shepherd, Official Receiver, stated that in the first case he had made enquiries and had found out that the debtors had left behind them a cook, whom they had informed that they would be absent for a couple of months. In the case of the Chi Loong there were more partners. He understood that owing to some contract which they had entered into they were being prevented from returning to Hongkong.

His Lordship made an order of adjudication in both cases.

C. E. LE MUNYON.

Mr. E. J. Grist, of Messrs. Wilkinson and Grist, solicitors, appeared in support of an application by the New York Export and Import Company for adjudication on the estate of C. E. Le Munyon, photographer. He stated that Le Munyon's act of bankruptcy was that he had absented himself from the Colony and had suffered execution to be levied against him by seizure of his goods, which had been sold.

His Lordship—Any assets?

Mr. Grist—About \$4,000.

His Lordship made an adjudication order.

CAMPBELL, MOORE AND CO., LTD.

ORDINARY MEETING.

The eighteenth ordinary meeting of shareholders in Campbell, Moore & Co., Ltd., was held yesterday at noon at the Company's office, No. 29, Queen's Road Central. Mr. J. W. Osborne (chairman) presided, and there were also present Messrs. V. P. Musso di Perdita (director), G. H. Potts, Murray Bain, G. Badon, A. O'D. Gourdin, H. P. Madar, and M. A. A. Souza. The notice calling the meeting having been read.

The CHAIRMANS said—Gentlemen.—The report and accounts have been in your hands for some time now, and with your permission I will take them as read. As everything is dealt with in the report and accounts as set forth by the secretary of the company, I do not think there is anything I can say improving on what has been said already. I can say for the benefit of the shareholders that the business of the company so far this year is in a perfectly healthy condition, and we hope it will continue, and we hope we will be able to present you as good a report next year as we present you with now.

Mr. MURRAY BAIN seconded, and the motion was agreed to.

Mr. MUSSO moved the re-election of Mr. A. O'D. Gourdin as auditor.

Mr. POTTI seconded, and the motion agreed to. This was all the business.

POLICE COURT.

Thursday, 31st March.

BEFORE MR. H. H. J. GOMPERTZ (ACTING POLICE MAGISTRATE).

PELONATING A CONSTABLE.

Li Cheung was arrested for impersonating a constable at Yaumati on the 30th inst. He was also charged with picking the pocket of a small boy and extracting 75 cents therefrom. It appeared that he was walking along the road when he saw two boys gambling and he went up and arrested them, and took the 75 cents out of the pocket of one of them. He was leading the two boys along holding them by their queues when Indian Constable No. 554 stopped him and asked what he was doing with the boys, and the defendant said he was a constable and had arrested the boys for gambling. The Indian constable knew that he was not a constable, and in his turn arrested the arrested. The boy then complained that the defendant had taken 75 cents out of his pocket. The constable then took them all to the station, and on searching defendant 75 cents were found in his pocket. Defendant admitted the offence, and said he "was asked by a detective who was a friend of his to do it." He was not a constable, and never had been one; he was a coolie working on a steamer in the harbour. His Worship convicted the man on both counts and sentenced him to 1 month's hard labour on the first count, and \$25 fine or 6 weeks' hard labour, with six hours in the stocks.

THEFT OF ROPE.

Ng Lung, a boat-woman, was charged with being in possession of a coil of rope reasonably suspected of having been stolen on the 30th inst. in the harbour. The woman said the rope was given to her 20 years ago by her father-in-law. The woman, who had a tiny baby strapped to her back, did not look much more than 20 years old herself, while His Worship said the rope evidently was nothing like the age. The rope was confiscated, and awaits an owner, and the defendant was sent to 1 month's hard labour.

R.G.A. REGIMENTAL SPORTS.

SECOND DAY.

The second (final) day of the R.G.A. sports unlike the former day, was favoured with glorious weather. There was a fair attendance, quite a number of ladies being amongst the throng. We dealt with the sports so thoroughly yesterday that little remains to be said, except, of course, the results. The band of the Sherwood Foresters, under Bandmaster E. J. Bradley, played the following selections:

March..... "Blaze Away"..... Holzman Lancers..... Belle of New York..... Kerlic Valence..... Toreador..... Royle Selection..... Three Little Maids..... Rubens Sketch..... "By the Swanee River"..... Middleton Selection..... A Country Girl..... Monkton Two Step..... "Hiawatha"..... Moret Lancers..... Dorothy..... Baculassi Valse..... "Bridgeman"..... Marigold Mrs. Kent presented the prizes. Results:

1 MILE FLAT RACE.—Catterell (78th Co.), first; Chambers (78th Co.), second; Wood (78th Co.), third.

100 YARDS FLAT RACE.—Haing (80th Co.), first; Longman (80th Co.), second; H. Brown (83rd Co.), third.

TRUMPETER RACE.—Yeavis (28th Co.), first; Dillon (78th Co.), second.

QUARTER-MILE FLAT RACE.—Longman (80th Co.), first; Haing (80th Co.), second; Chambers (78th Co.), third.

HALF-MILE FLAT RACE.—Open to H.K.S. B.R.A. S. Mahomed, first; E. Bux, second; S. Din, third.

TILTING THE BUCKET.—Teams of two. Duley and Cassidy, first; Fisher and Willshaw, second; West and Mandel, third.

WHEEL RACE.—Cullen (80th Co.), first; Connors (80th Co.), second; Piper (80th Co.), third.

1 MILE.—Open to R.N. and European Garrison and Police, Chambers (78th Co.), first; Catterall (78th Co.), second; Witchell (Hongkong Volunteers), third.

SACK FIGHT.—Teams of 10. This was won by the 78th Co.

TUG OF WAR (final).—R.G.A. teams of 10; long pull. The 78th Co. were victorious.

VETERANS' RACE.—200 yards. 2 yards for every year above 12 minimum. Cullen (80th Co.), first; Thurlow, second.

SEEDS RACE.—With 3ft. 3in. hurdles, 120 yards, 10 flights. Connors (80th Co.), first; Longman (80th Co.), second; Macdonell (80th Co.), third.

4-LEGGED RACE.—Teams of 3 men. Smith and team (78th Co.), first; Fisher and team (80th Co.), second; Brown and team (83rd Co.), third.

SEAGENTS' RACE.—120 yards Handicap, open to all members of R.G.A. Sergeants. Mess. 1 yard start for every year over 10 years service. Gordon, first; Thurlow, second.

QUARTER-MILE.—Open to R.N. European Garrison and Police, Haing (80th Co.), first; Chambers (78th Co.), second; Fowles (80th Co.), third.

BALACLAVA RELAY.—In pairs, one man on, another's back. This event was stopped after the men had torn the shirts off each other's backs, and looked dangerously like getting away with the pants. The prizes were divided between the three upstanding couples at that time.—Nicol and Starvin (80th Co.); Cambridge and Kinslith (78th Co.); Gibben and Bradbury (78th Co.).

TEAM RACE.—For teams of 4 drawn from 1 Company. Each man running 1 mile. The 78th Co. was first; 83rd Co. second; 80th Co. third.

HALF-MILE FLAT RACE.—Longman (80th Co.), first; Chambers (78th Co.), second; Woods (78th Co.), third.

BOYS' AND GIRLS' RACE.—(R.G.A. only) under 10 years. Handicap, Henry Culler, first Fairburn, second.

OBSTACLE RACE.—Longman (80th Co.), first; W. Brown (80th Co.), third; Macdonald (78th Co.), fourth; Davies (80th Co.), fifth.

TUG OF WAR (Final).—Sergeants. Married won.

TUG OF WAR (Final).—H.K.S.B.R.A. No. 3 Co. won this.

SACK RACE.—West (83rd Co.), first; W. Brown (83rd Co.), second; Gibbon (78th Co.), third; Davies (80th Co.), fourth.

BAND RACE.—220 yards Handicap. H. N. Naden, first; Wootton, first; Naden, second; Turner, third.

OFFICERS RACE.—Open. 120 yards, Handicap 1 yard for every year over 8 years' service. Prize, Cup. Kirkpatrick, R.A., first; Bretton Symmons, R.E., second; Hamilton, C.S.O., third.

HALF-MILE NATIVE RACE.—Open. G. Sing, first; K. She, second; H. Sing, third.

CONSOLIDATION RACE.—220 yards Flat. Open to unpledged competitors R.G.A. only. Coopers (80th Co.), first; Hardwick (78th Co.), second; Riley (78th Co.), third; Burrow (80th Co.), fourth.

The marks for the Royal Artillery Challenge Cup, 78th Co. carrying honours, were as follows:

Events. 78 Coy. 80 Coy. 83 Coy.

Mile..... 20 — —

Long Jump..... 4 — 8

Putting Weight..... 8 — 4

Hurdle Race..... — 12 —

High Jump..... 4 — 8

100 yard flat..... 18 2

1/4 Mile flat..... 2 18 —

Tug of War..... 30 — —

Obstacle Race..... — 14 6

Team Race..... 30 — —

Total..... 98 62 28

V.R.C. ATHLETIC SPORTS.

SATURDAY'S HEATS.

The Victoria Recreation Club Athletic Sports are to be held on the Football Club Ground at Happy Valley on Monday the 4th inst., but the heats of the 100 yds., 120 yds., 220 yds., and 440 yds. flat races, and the 120 yds. hurdle race will be run off on Saturday, the 2nd inst., commencing at 3 p.m.

100 YARDS FLAT RACE (Challenge Cup).—Presented by Dr. F. H. Kew. To be won three years before becoming the property of a competitor. First prize presented by the China Sugars Refinery Club; second presented. First Heat—R. C. Witchell, R. Hancock, E. F. Aucott, A. J. V. Rocheiro, E. R. Horton, J. Clelland, G. B. Macdonald, and C. T. Cooke. [Second Heat—W. T. Andrews, T. C. Gray, J. H. Witchell, J. P. Jordan, R. Basa, L. Hayter, N. H. Rutherford, and H. M. Bain.—Third Heat—H. Hancock, C. Humphreys, A. Loureiro, H. W. Sayer, S. C. Ross, F. Long, H. D. Bell, J. H. A. Hance, and C. R. Cooper. First and second in each heat to run in the final.

Previous Winner.—F. H. Kew.

120 YARDS FLAT RACE (Handicap).—First

prize presented by Mr. J. R. M. Smith. Second

prize presented. First Heat—L. Hayter, (Scratch), R. Hancock (Scratch), E. R. Horton (Scratch), R. C. Witchell (2 yds.), F. Long (2 yds.), H. W. Sayer (3 yds.), A. E. Asger (2 yds.), and R. Pestonji (6 yds.). Second Heat—J. H. Witchell (Scratch), T. C. Gray (scratches), J. P. Jordan (1 yd.), R. Basa (2 yds.), A. Yanovich (4 yds.), H. D. Bell (3 yds.), J. A. Yanovich (4 yds.), and F. K. Tata (5 yds.). Third Heat—C. R. Cooper (scratches), J. H. A. Hance (1 yd.), G. B. Macdonald (2 yds.), C. Humphreys (4 yds.), H. C. Austin (4 yds.), A. J. V. Rocheiro (2 yds.), E. F. Aucott (5 yds.), and H. M. Bain (6 yds.). Fourth Heat—H. Hancock (scratches), N. H. Rutherford (1 yd.), S. C. Ross (1 yd.), C. T. Cooke (2 yds.), W. T. Andrews (4 yds.), E. Abraham (4 yds.), A. Loureiro (5 yds.), and R. Pestonji (5 yds.). Previous Winners were—1898, J. M. V. dos Remedios; 1899, Lieut. F. H. Hall; and 1900, R. Lansley. First and second in each heat to run in the final.

220 YARDS FLAT RACE (Handicap).—First

prize presented by Commodore C. G. Dicken, R.N.; second prize presented by Mr. W. Armstrong. First Heat—R. Hancock (Scratch), J. H. A. Hance (1 yd.), C. B. Macdonald (3 yds.), G. B. Macdonald (5 yds.), J. Clelland (6 yds.), R. Witchell (6 yds.), H. D. Bell (8 yds.), A. J. V. Rocheiro (9 yds.), H. C. Austin (10 yds.), Second Heat—J. H. Witchell (Scratches), T. C. Gray (3 yds.), A. Marti (3 yds.), N. H. Rutherford (3 yds.), G. B. Macdonald (5 yds.), J. P. Jordan (1 yd.), W. T. Andrews (10 yds.), H. M. Bain (15 yds.). Previous Winners are—1898, J. M. V. dos Remedios; 1899, F. H. Kew; 1900, J. H. A. Hance. First and second in each heat to run in the final.

440 YARDS FLAT RACE (Challenge Cup).—

To be won two years in succession before becoming the property of a competitor. First prize

presented by Mr. H. N. Mody; second prize

presented by Mr. H. C. Austin. First Heat—R. C. Witchell, R. Hancock, E. F. Aucott, W. T. Andrews, T. C. Gray, J. H. Witchell, H. Hancock, C. Humphreys. Second Heat—A. Loureiro, A. Humphreys, N. H. Alves, A. Marti, J. P. Jordan, H. W. Sayer, A. J. Mackie. Third Heat—A. J. Darby, J. J. Watson, F. Long, N. H. Rutherford, H. M. Bain, H. D. Bell, J. H. A. Hance, H. P. Wippell. 1st, 2nd, and 3rd in each heat to run in the final. Previous winners are—1898, F. H. Kew; 1899, F. H. Kew; 1900, A. Humphreys.

130 YARDS HURDLE RACE (10 flights).—

Previous winners at \$285 cash with sales; at

\$115 to \$120 for September, \$119 to \$122 for

December, and at equivalent rates for

intermediate months. Market closes firm with

buyers at \$115 to \$123 cash. Luxons un-

changed and without business.

MINING.—No business or change to report

under this heading.

DOCKS, WHARVES AND GODOWNS.—Hong-

kong and Kowloon Docks have ruled very

steady at \$205 cash with sales; on time shares

have been placed at \$215 and \$216 for August.

Hongkong and Kowloon Wharves have improved

to \$23 without bringing any shares in the

market. Farmhams have slightly improved in

Shanghai at Tls. 142.

LANDS, HOTELS, AND BUILDINGS.—Hong-

kong Lands continue quiet with a small lot

on offer at \$145 cash. Hongkong Hotels have

changed hands at \$135 cash and Humphre

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PRESS. Codes: A.B.C., 5th Ed. Liebers. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS.

NOTICE.

MR. CHRISTIAN SKOTT is Authorised to Sign our Firm by Procuration from this date.

H. SKOTT & CO.

Hongkong, 1st April, 1904. [516]

NOTICE.

ON 31st March, 1904, MR. SOTHERY GODFREY BIRD retired from our Firm, and MR. FRANCIS MAITLAND will continue the business in Partnership with MR. WILLIAM HUTTON POTTS.

LINSTEAD & DAVIS.

Hongkong, 1st April, 1904. [517]

TO LET.

FURNISHED HOUSE in Kowloon. Moderate Rental. Apply—

S. J.

Care of Daily Press Office. Hongkong, 1st April, 1904. [518]

CONNAUGHT HOUSE HOTEL.

MR. FREDERICK BISHOP has been appointed MANAGER of the above Hotel from this date, April 1st, 1904.

HO PO FAN,

Proprietor.

Hongkong, 1st April, 1904. [519]

FIRE INSURANCE ASSOCIATION OF HONGKONG.

EASTER HOLIDAYS.

IT IS HEREBY NOTIFIED that FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-DAY (FRIDAY) and MONDAY, the 1st and 4th proximo.

By Order,

A. R. LOWE,

Secretary.

Hongkong, 1st April, 1904. [520]

HONGKONG RIFLE ASSOCIATION.

THE COMPETITION TO-MORROW (SATURDAY), the 2nd instant, will be for SPOONS, commencing at 2.30 P.M. for Ranges: 200, 500 and 600 yards. Seven Shots and a Sighter at each Range.

M. S. NORTHCOTE,

Hon. Secretary.

Hongkong, 1st April, 1904. [521]

THE TIENTSIN GAS AND ELECTRIC LIGHT COMPANY, LIMITED.

INCORPORATED under the Ordinances of Hongkong, whereby the liability of Members is limited to the amount of their shares.

CAPITAL: T\$250,000.

Divided into 2,500 shares of T\$100 each of which 600 shares have already been allotted to shareholders in The Tientsin Gas Co., Ltd. Present Issue 1,600 shares of T\$100 each of which 350 shares have already been subscribed for by shareholders in The Tientsin Gas Co., Ltd. The balance of 1,150 shares is now offered to the public.

TERMS:

10 Taels payable on application.

30 " " 1st August, 1904.

30 " " 1st November, 1904.

30 " " 1st February, 1905.

DIRECTORS:

C. Poulsen, Esq. (Chairman), of Electric Engineering and Fitting Co.

R. Oswald, Esq., of Messrs. Oswald and Lom.

W. E. Southcott, Esq., of Messrs. William Forbes & Co.

W. T. L. Wax, Esq., of Taku Tug & Lighter Company, Limited.

W. J. P. P. Compradore, Hongkong and Shanghai Banking Corporation.

Prospects and Forms of Application for shares may be obtained on application to the Hongkong and Shanghai Banking Corporation at their Branches in Tientsin, Peking, Shanghai and Hongkong, and also from Messrs. Doney & Co., 39, Consular Road, Tientsin.

Shares Lists close at 4 p.m. on Saturday, 30th April, 1904.

Hongkong, 1st April, 1904. [523]

JOHN ROBERTS & COMPANY, LTD.

BILLIARD TABLE MAKERS.

BOMBAY.

Undertake to Supply a First-class full sized Billiard Table, design No. 1, to following Specification, viz: on Eight Massive turned Legs, raised panels to Knees, Carved Brackets, Screwed Mouldings, double bolted; best Welsh Slate Bed, extra heavy solid cushion rails fitted with our new low set Express Cushions, patent invisible Pocket Plates, best Whipeard Pockets, Six Chalk Cups, Superfine West of England Cloth, and patent adjusting toes with lever for levelling, complete with the following accessories:—

12 Selected Ash Cues
1 Butt Rest with Patent Brass Head.
1 Billiard Rest with Patent Brass Head.
1 Long Butt.
1 Mid Butt.
1 Billiard Marking Board.
1 Dust Cover for Table.
Straightedge and 1 Circle.
1 Best Spirit Level.
1 Smoothing Iron with Shoe.

Packed and delivered free on Board Hongkong or Shanghai Harbour for the sum of Rs. 1,400 net.

Illustrated price lists giving prices and particulars of everything pertaining to billiards can be had on application from the Offices of this paper.

Hongkong, 1st April, 1904.

NEW ADVERTISEMENTS.

VICTORIA RECREATION CLUB.

SEVENTH ATHLETIC MEETING.

THE COMMITTEE of the VICTORIA RECREATION CLUB request the pleasure of the Company of the Ladies of Hongkong on EASTER MONDAY, the 4th APRIL, at 1 P.M. on the Hongkong Football Club Ground (kindly placed at the disposal of the Committee) at the Happy Valley.

By kind permission of Lt.-Col. W. H. S. BIRDWOOD and Officers, the Band of the 110th Maharashtra Light Infantry will perform during the afternoon.

Admission to the Grand Stand and Enclosure (Gentlemen) \$1.00.

Members of the Hongkong Football Club on presenting Membership Ticket, Free.

No Persons other than Officials and Competitors allowed within the course.

HAROLD C. AUSTEN,

Acting Hon. Secretary V.R.C.

Hongkong, 1st April, 1904. [522]

NEW ADVERTISEMENT.

OCEAN STEAMSHIP COMPANY, LIMITED.

AND CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer "GOPACK."

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. where in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 2nd instant.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined at 11 A.M. on the 7th prox.

No Claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 7th prox. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 10th prox., or they will not be recognised.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 31st March, 1904. [511]

10-11

ENTERTAINMENT.

AL FRESCO PETE.

On behalf of the ORPHANS AND INVALIDS of the ITALIAN CONVENT.

Hongkong, 31st March, 1904. [511]

10-11

WANTED.

SHORTHAND CLEEK and TYPE-WRITERS must know the "Up-to-date" system.

Address— "R,"

Care of Daily Press Office.

Hongkong, 29th March, 1904. [536]

10-11

WANTED.

SITUATION by European, CAPABLE CLERK and BOOKKEEPER.

Apply by letter to—

"B. N."

Care of Daily Press Office.

Hongkong, 26th March, 1904. [533]

10-11

WANTED.

CLERK with good knowledge of Shorthand, Typewriting, and Bookkeeping, desires situation in May.

Apply—

W. P.

Care of Daily Press Office.

Hongkong, 30th March, 1904. [539]

10-11

LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation by a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

B. E.

Care of Office of this Paper.

Hongkong, 16th May, 1904. [5148]

10-11

WANTED.

A FURNISHED HOUSE on the Peak from the 1st of May.

Apply to—

B. H.

Care of Daily Press Office.

Hongkong, 31st March, 1904. [539]

10-11

WANTED AT THE PEAK.

FROM 1st May, a BEDROOM, FURNISHED or UNFURNISHED, for a bachelor, with or without Board.

Apply by letter to—

"BOX 711."

Care of Daily Press Office.

Hongkong, 29th March, 1904. [531]

10-11

FOR SALE.

HOUSE BOAT, 42 feet long; Copper bottom; now lying off Ah King's slip-way.

Offers may be sent to—

V.

Care of Daily Press Office.

Hongkong, 22nd March, 1904. [5090]

10-11

FOR SALE.

THE HOUSE No. 4, STEWART TERRACE, PEAK. Five Rooms and Offices, with FURNITURE.

Also The large CROQUET LAWN above the Terrace (about 20,000 square feet) with equipment.

Nominal CROWN RENT.

Price: \$19.00, of which two-thirds can remain on mortgage.

For Further Particulars, apply to—

TURNER & CO.

Hongkong, 23rd March, 1904. [5133]

10-11

BANK HOLIDAYS.

IN Accordance with the provisions of Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TO-DAY (GOOD FRIDAY) and EASTER MONDAY, the 1st and 4th April, respectively.

Hongkong, 31st March, 1904. [501]

10-11

QUAN WAH & CO.

GRANITE MERCHANT CONTRACTORS.

Dealers in

M A R B L E and GRANITE MONUMENTS

No. 1, QUEEN'S ROAD EAST.

Estimates, Designs & Prices on Application.

All descriptions of Granite for Export.

Hongkong, 17th October, 1899. [251]

10-11

CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH.

ELEY'S, SCHULTZ'S, AMBERITE and KYNOCK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE, and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to SSSG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & CO.

Hongkong, 23rd November, 1902. [11]

10-11

CALL FLAG E.

REPAIR WORK to Steamers and Motor Boats. Castings in Brass and Iron

Moder charges. Work solicited.

J. D. EDWARDS.

Manager.



[ALL RIGHTS RESERVED.]
THE WOMAN ON THE DERELICT,
 BEING THE STRANGE LOVE STORY
 OF JOHN BRAMWELL,
 BY
GUY BOOTHBY.

Author of "Dr. Nikolai," "My Indian Queen," &c., &c.)

CHAPTER XVI.

Everyone who has ever entered the Accident Ward of a large hospital knows the sickening feeling of dread that is experienced as one approaches the sufferer's bed. Surely there are few people in this world of ours so callous as to be able to watch a fellow creature's sufferings unmoved. For my part, I know that I cannot, and yet probably I have seen more of the hard-hearted, business-side of life than most people.

"This way," said the house-surgeon, and led me down the centre of the room to a bed at the further end, hidden from the rest of the room by a screen. As we approached it, a silent foot-drummer emerged.

"How does he seem now, nurse?" asked the doctor in a whisper.

"Sinking fast, sir," the woman replied. "I don't think he'll last much longer."

The other nodded and signed to me to follow him. We went behind the screen, and there in a narrow bay lay the man who had done his best to kill me, and yet who, in his dying moments, desired to see me. His black hair and dark eyes stood out in vivid contrast to the pallor of his complexion. One of the small hands, of which I knew he was so vain, lay upon the coverlet.

"Here is Mr. Bramwell to see you," said the doctor in a low voice. "You expressed a wish that he should come."

"Yes, I want to see him," he answered. "I want to talk to him before it is too late. Sit down, Bramwell. They tell me there isn't much time, so we must make the most of it. I have a good long story to tell you."

"Well, I'll leave you alone together," said the doctor. "The nurse will be in hearing if I should want anything."

He then departed, and I seated myself by the bedside. For upwards of a minute he did not speak. Then, turning his great dark eyes upon me, he said:

"Bramwell, do you know that I intended to kill you, if I could?"

"Yes, I know it," I answered. "But why refer to that now?"

"Because I must. It bears on what I've got to say to you. I meant to do it, only you were too much for me. It was I who set those two fellows on to you in Florence."

"I know it," I replied.

"How on earth did you know it?" he asked with as much surprise as he was capable of showing under such circumstances.

"Because I found your message in the man's pocket."

"And I sent two of the best men I know," he added regretfully. "However, it's no use grizzling over that now, so we'll let it go. If I ask you a straightforward question as a dying man, will you answer me?"

"If it's anything that I feel I can answer you, I will do so willingly," I replied.

"What is it?"

"Are you going to marry Angela Carbridge?"

"Yes, I can answer that," I replied. "I shall do so if she will have me. But not while she remains in the state she is in now. But why do you ask the question?"

"Because it was my belief that you were trying to do that which made me try to kill you; and that another reason, which I will tell you directly."

He paused for a few minutes, as if to recover his strength.

"This talking takes it out of me," he said.

"Then why do you go on with it?" I asked, for the man's condition was pitiable. I could see that he was suffering agonies. Great beads of perspiration stood upon his brow, the sweat of approaching dissolution.

"But, look here, Bramwell," he went on, after a while. "I will say this for you. You have beaten me at my own game, and if I can't have her, there's no one else I would prefer more than yourself. At least you're a man. I suppose you want to know the story of that brig, don't you?"

I was compelled to admit that I did. Who could desire to know it more than I should?

"You think that I had some hand in the murder of that man you found upon the deck. And you're right. I did have a hand in it, and it served him right, for the traitorous dog he was. Give me time, and I will tell you the story."

In my own mind I didn't think he'd live to get through it, but I promised to listen.

"I first met Angel Carbridge when she was a student at Canti's Studio in Florence. I loved her from the first moment I set eyes on her. I thought she loved me, but I'll be honest enough in my last hour to say that I found myself mistaken. She—er—er for nothing but her art. However, I persevered, growing every day to love her more. She treated me as a friend, because she was an innocent girl that did not know the sort of man I was. Then Manuel Garcia, the man you found pinned upon the deck of the brig, appeared upon the scene, and professed to be my friend. He offered to help me to win her affections, and instead of doing that he endeavoured to turn them towards himself. Ugly as he was, that man had an extraordinary control over women. It was as if they could not resist him. He came to me and told me that he was sure she loved me, for she had dropped a hint that seemed to imply as much. That night she fled from Florence with him, against her will, I'll swear, for no woman could have loved a man like that. His plans had been carefully laid. He had chartered a brig in Genoa, and in it they set sail together for South America. When the news reached me that she was gone, I was like a madman. I have done some pretty bad things in my life, few men worse, I suppose, but what I was going to do now, outshone them all. Remember, I believed her to be false to me, as he had been. As you have guessed, I am a rich man, though how I became so you'll better not inquire too closely. I chartered a steam yacht, manned her with a crew of my own, who I knew would stick at nothing, if they were well paid for it, and set off in pursuit. A constant watch was kept, and as I knew the

course they would be likely to steer, I knew there was every chance of my catching them. She lay becalmed, and we steamed up quite close to her, and hailed her to say that we were sending a boat. The rest you can guess."

"But the officers and crew?" I faltered.

"What became of them?"

"Oh, they showed fight, and the rest you can guess."

The cold-blooded way in which he said it was enough to curl one's blood.

"We didn't want any witnesses," he said.

"But the girl—Miss Angela? Do you mean to tell me that you left her to drown, or starve?"

"She was false to me," he muttered suddenly.

"She defied me, and vowed that after all she had been through on that ship she would never be in another one. She declared that she would sooner die."

I could stand no more of it; and rose to go.

"Had I not known that he was a dying man, I should have struck him across the month for the words he had spoken. He looked up at me like an animal in pain."

"I know what's passing in your mind," he murmured. "But I'll swear before the God I mean about to meet, that you are wrong. She is as pure and innocent to-day as she was at twelve years old."

"And yet you would have killed her?"

"It was the devil inside me. I steamed away, dropping two or three men at Las Palmas, and that was how I came to hear that you had picked the brig up, and had taken charge of her; dropped two more at Gibraltar, and then steamed on to Naples, where I gave up the yacht, and hastened across the Continent to England to meet you. I was at Plymouth when you arrived. I travelled up in the same train to London that you did. I missed you, however, at Waterloo. But after some time, I found out where you were staying, and the rest you know. If only you know how I hated you. First because you had rescued Angela, and second because I feared you would discover my share in the secret of the brig. That was why I wanted an account of what had happened."

"Good gracious—and why not?"

"For the simple reason that she has consented to-night to become Lady Carbridge."

"I wish you joy with all my heart," I cried. "She is a noble girl, and will make you a noble wife."

"I am going to give you a toast, Jack, my boy," he said.

"What is it?" I enquired.

"A health to Miss Janet."

Though I could very well guess, I asked for an explanation.

"Well, I give it to you now," he replied. "because you won't have many more opportunities of drinking it."

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SHIPPING.

ARRIVALS.

Mar. 30, CHIHLI, British str., 1,142, G. Horker, Tientsin 22nd March and Choofo 26th, General.—BUTTERFIELD & SWIRE.
Mar. 31, ADENSHINA, Gotow str., 3,965, M. Filler, Shanghai 29th March, General—HAMBURG-AMERIKA LINIE.
Mar. 31, ALACHTY, British despatch-vessel, from Mira Bay.
Mar. 31, AMPHITRITE, British cruiser, from Mira Bay.
Mar. 31, BERNHEIM, British cruiser, from Mira Bay.
Mar. 31, CENTURION, British cruiser, from Mira Bay.
Mar. 31, CHESSY, British cruiser, from Mira Bay.
Mar. 31, OCEAN, British battleship, from Mira Bay.
Mar. 31, SIEU, British cruiser, from Mira Bay.
Mar. 31, VENGEANCE, British battleship, from Mira Bay.
Mar. 31, CHOWFA, Gotoh str., 1,055, J. Kohler, Bangkok 25th March, Rico and General.—BUTTERFIELD & SWIRE.
Mar. 31, HONGKONG, French str., 745, A. Suzuki, Haiphong and Hoioh 29th Mar., General—A. R. MARTY.
Mar. 31, HUNION, British str., 1,889, Wm. Walsh, Manila 28th March—M. B. KAISHA.
Mar. 31, JACOB DIEDERICHSEN, German str., 623, E. Olszen, Moji 25th March, Coals—OKA SHOSEN KAISHA.
Mar. 31, OOPACK, British str., 2,367, J. Barber, Liverpool and Singapore 26th Mar., General.—BUTTERFIELD & SWIRE.
Mar. 31, OSCAR II, Norwegian str., 2,000, R. Olsen, Moji 28th March, Coals—MITSUI BUSSAN KAISHA.
Mar. 31, TRESTA, British str., 3,428, A. M. Rait, E.N.R., Singapore and Singapore 25th March—JARDINE, MATTHESON & CO.
Mar. 31, ULIMA, British str., 3,426, S. Bonn, Kuratso 26th March, Coal—JARDINE, MATTHESON & CO.

FOR YOKOHAMA AND KOBE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

31st March.

Amara, British str., for Saigon.
Ellen Rickmers, German str., for Bangkok.
Easang, British str., for Swatow.
Frithjof, Norwegian str., for Tamsui.
Macheu, German str., for Swatow.
Progress, German str., for Swatow.
Quangnam, French str., for Hongay.
Hajiburi, German str., for Swatow.
Testa, British str., for Yokohama.
Thales, British str., for Swatow.

DEPARTURES.

31st March.

Attaka, British str., for Canton.
Benalde, British str., for Japan.
Chihli, British str., for Canton.
Fausang, British str., for Saigon.
Glentumbe, British str., for Shanghai.
Kashing, British str., for Shanghai.
Mathilde, German str., for Hoioh.
Monmouthshire, British str., for Yokohama.
Montevue, U.S. monitor, for Canton.
Feinz Heinrich, German str., for Shanghai.
Tintsin, British str., for Shanghai.
Wongkoi, Gormas str., for Bangkok.

VESSELS IN DOCK.

31st March.

ABEDDEEN DOCKS.—Borg, Breid.
Kowloon DOCKS.—H. L. G. M. S. Meers.
Lin Tan, Hainan, Tak Hing, Mercedes.
Metropolitan DOCK.—H. M. S. Otter.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS—POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM."

Captain Grind, will be despatched for the above ports on or about MONDAY, the 4th April. For Freight or Passage, apply to G. de CHAMPEAUX, Agent.

Hongkong, 29th March, 1904.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING."

Captain J. G. Spence, will be despatched for the above ports on WEDNESDAY, the 6th April, at 3 P.M. For Freight or Passage, apply to DAVID SASSON & CO., LTD.

Agents.

Hongkong, 31st March, 1904.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AIDEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"BALAARAT."

Captain C. R. Longden, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, etc., on SATURDAY, the 9th APRIL, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tar for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London & Co., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 29th March, 1904.

NATAI, LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with Indo-CHINA SHIP NAVIGATION Co.'s fortnightly service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VEHICLE'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	BALLAARAT	Brit. str.	C. R. Longden	P. & O. S. N. Co., BUTTERFIELD & SWIRE	9th inst., at Noon.
LONDON & ANTWERP	MACHAON	Brit. str.	A. F. Street	P. & O. S. N. Co., BUTTERFIELD & SWIRE	12th inst.
LONDON & ANTWERP, VIA SINGAPORE, &c.	TELEMACHUS	Brit. str.		BUTTERFIELD & SWIRE	About 13th inst.
LONDON & ANTWERP	JASON	Brit. str.		BUTTERFIELD & SWIRE	22th inst.
	FLANDIA	Frenstr.			10th May.
HAMBURG	BURMEISTER	Ger. str.		MELCHERS & CO.	5th inst., at 1 P.M.
ABESSINIA	BRISGAVIA	Ger. str.		HAMBURG-AMERIKA LINIE	2nd inst.
SUVA	DUREN	Ger. str.		HAMBURG-AMERIKA LINIE	12th inst.
ARTEMISIA	GRONMEYER	Ger. str.		HAMBURG-AMERIKA LINIE	3rd May.
MACHAON	STRASSBURG	Brit. str.		HAMBURG-AMERIKA LINIE	17th May.
IDOMENEUS	MADELA	Aus. str.		HAMBURG-AMERIKA LINIE	31st May.
ACHILLES	MECOZZI	Aus. str.		SANDELL, WIELER & CO.	20th inst.
SAINTE ELENE	STROM	Aus. str.		DODWELL & CO., LTD.	14th inst.
E. OF INDIA		Aus. str.		CANADIAN PACIFIC R. CO.	20th inst.
ATHENIAN	LYRA	Brit. str.		DODWELL & CO., LTD.	27th inst.
LYRA		Brit. str.		CANADIAN PACIFIC R. CO.	4th May.
HYSON		Brit. str.		DODWELL & CO., LTD.	19th inst.
NICOMEDIA		Brit. str.		BUTTERFIELD & SWIRE	14th inst.
CHINGTU		Brit. str.		PORTLAND ASIATIC CO.	7th inst.
AUSTRALIAN PORTS	McARTHUR	Brit. str.		BUTTERFIELD & SWIRE	8th inst.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	B. H. W. Snow	P. & O. S. N. Co.		GIBB, LIVINGSTON & CO.	About 5th inst.
YOKOHAMA & KOBE	GRONMEYER	Ger. str.		BUTTERFIELD & SWIRE	7th inst., at Noon.
SHANGHAI, KOBE & YOKOHAMA	WAMPAA	Brit. str.		BUTTERFIELD & SWIRE	4th inst.
SHANGHAI, KOBE & YOKOHAMA	GIARD	Frenstr.		MESSENGERIES MARITIMES	About 4th inst.
SHANGHAI, KOBE & YOKOHAMA	C. L. Daniel	P. & O. S. N. Co.		PORTLAND ASIATIC CO.	About 10th inst.
FOOCHOW, VIA SWATOW & AMOY	OSAKA SHOSEN KAISHA	Japan	A. Hansen	13th inst., 10 A.M.	
TAMSUI, VIA SWATOW & AMOY	OSAKA SHOSEN KAISHA	Japan	T. Brandt	7th inst., 10 A.M.	
ANPING, VIA SWATOW & AMOY	OSAKA SHOSEN KAISHA	Japan	H. Kraft	6th inst., 10 A.M.	
SWATOW & TIENTSIN				BUTTERFIELD & SWIRE	7th inst., at 4 P.M.
MANILA	ZAFIRO	Brit. str.	R. Rodger	SHIENAN, TOME & CO.	9th inst., 10 A.M.
MANILA	RUBI	Brit. str.	R. W. Almond	DODWELL & CO., LTD.	16th inst., 10 A.M.
ILIOILO		Brit. str.	W. M. Smith	BUTTERFIELD & SWIRE	About 30th inst.
WUCHANG		Brit. str.		DAVID SASSON & CO., LTD.	7th inst.
LIGHTNING		Brit. str.	J. G. Spence	CARLOWITZ & CO.	6th inst., at 3 P.M.
CAPRI		Ital. str.	Bebato		18th inst., Noon.

FOR PORTLAND & ASIATIC STEAMSHIP CO.

THE Steamship:

"ARTEMISIA."

Captain Gronmeyer, will be despatched for the above ports on THURSDAY, the 7th April, at Noon.

For Freight, apply to

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 31st March, 1904.

PROPOSED SAILINGS FROM HONGKONG SHANGHAI INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS.	CAPTAIN	TO SAIL ON
"NIMONIA"	4,371		April 14, 1904
"ARABIA"	4,453		
"A. AGONIA"	5,198		
"NUMANTIA"	4,370		

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 29th March, 1904.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamship—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

R.M.S. "EMPEROR OF INDIA" 6,000 Tons WEDNESDAY, 20th April.

R.M.S. "ATHENIAN" 3,882 Tons WEDNESDAY, 27th April.

R.M.S. "EMPEROR OF JAPAN" 6,000 Tons WEDNESDAY, 11th May.

R.M.S. "TAHAR" 4,425 Tons SATURDAY, 21st May.

R.M.S. "EMPEROR OF CHINA" 6,000 Tons WEDNESDAY, 1st June.

Hongkong to London, 1st Class via St. Lawrence River via New York 262 Intermediate on Steamers 240. " and 1st Class Rail 242. " 240. " 242.

THE impudent TWIN-SCREW "EMPEROR" STEAMSHIPS passing through the INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to VICTORIA (B.C.) in 12 DAYS and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Passenger Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments

HAMBURG LETTER.

[FROM OUR CORRESPONDENT.]

Hamburg, 30th February.

About this time last year I gave you a few figures from the annual report of the shipping master's office of the Hamburg-American Line for 1902; from the one just issued for the past twelve months I gather that the number of ocean-going steamers of that line supplied with crews by the office has increased from 120 vessels with 8,608 hands to 128 with 8,956 men. In 1903 410 crews of 20,803 hands all told signed on in Hamburg and Cuxhaven against 380 of 19,199 men last year; of these 633 were officers, 279 doctors, attendants, and nurses, 3,414 sailors, 887 boys, about 7,500 engineers, stokers, and trimmers, 4,919 stewards, male and female, and the usual complement of butchers, bakers, &c. 390 crews, comprising in all 20,234 hands, were paid off against 388 of 19,815 men in 1902. The number of enrolments was highest in the month of May, when 2,676 men were engaged, and lowest in November, when the figures dropped to 1,230. There were few discharges in January and February—387 in each month—and they were most numerous in April, viz. 3,253. Cases of desertion have again been on the increase, 1,353 having occurred abroad against 1,052 in 1902 and 270 in Hamburg against a like number last year, or 1,623 in all. The North American ports seem to offer most attraction to runaways, whilst with regard to the time of the year, the summer and autumn months are the worst, 17,952 men were medically examined before being taken on; of these 622 were rejected as unfit on account of ill-health or on other reasons, amongst which 110 for imperfect sight or colour blindness. The shipping officer has, as in former years, attended to the distribution of wages earned by men at sea to their families at home. M. 31,131 have been paid out in 1903 against M. 24,975 the year before.

The effects of the strike are still severely felt in Grimsbach. According to the *Leipziger Tagblatt* there are still 1,103 hands out of work, not having been taken on again by the masters for some reason or other; many have left altogether. The feeling is very bitter against the leaders of the movement, and is increasing in intensity, particularly as the union of textile workers have reduced the weekly contribution to families where the wife alone is out of employment to M. 4. Numerous letters in the *Grimsbacher Zeitung* bear witness to the growing ill-feeling, the burden of them all addressed to the instigators of the strike being: "Do not provoke a strike unless warranted by circumstances; in this instance it was you alone who created discontent among the hands, kindling and fanning their desire for a fight." It will be curious to read the reply of the Socialistic *Press* to these emanations!

A strike has broken out in the diamond cutting trade in Antwerp and Amsterdam, by which nearly 4,000 hands, earning from '30s. to '35s. a week, will be thrown out of work. It appears in the first place to be a question of a nine hours' day, which the masters decline to concede, looking upon it as a step in the direction of still shorter hours. The men have also raised the question of the number of apprentices to be employed, but on this point they seem more willing to accept a compromise.

The failure of the old firm of Stephan Luermann and Son in Bremen, which was announced last week, will have taken the mercantile community with you as much by surprise as it did the commercial world here, although it is said that in banking circles the firm had for some time past not enjoyed the same credit it used to do. Dating from 1787, if I am not mistaken, it occupied during the last century a leading position amongst the private banks in the old Hanse town; the cause of the collapse is stated to have been heavy losses in the ordinary course of business and on the cotton and coffee exchanges. The senior partner, Goh. Commerzienrat Luermann, has absconded, and is wanted by the police for alleged systematic falsification of the books, extending over several years, and for the abstraction of deposits. The liabilities are supposed to amount to something like 15 million marks, whereas the assets are not expected to exceed one million. An authentic statement, however, has not yet been issued, whilst those published by some of the newspapers are seen at a glance to be incomplete, London, Paris, and New York are according to them the principal sufferers; other places, however, are omitted altogether, for instance Hamburg, although it is rumoured that several firms here have been lost in more or less heavily. Of claims for losses on cotton and coffee I can trace none; which is the more extraordinary, as from what I hear the firm was entered in the "Börsenregister." It is a matter for congratulation that so large a failure should not have been followed by a succession of others; so far only two firms of lesser importance have succumbed, and it is thought that nothing further will happen.

This naturally leads me once more to the gigantic cotton "deal" in America which I have repeatedly mentioned in previous letters, and of which the weekly settlement of differences about ten days ago in Liverpool has, it is to be hoped, been the last act. The total amount paid over on this occasion is variously estimated at from 2½ to 4 millions sterling, which does not appear at all unlikely, the decline in values during the previous week having been little short of 2d. per pound, or £1 2s. a bale. The settlement was looked forward to with some apprehension, but to everybody's relief it passed off without a hitch, a conclusive proof of the soundness of trade in Liverpool. It has helped to restore confidence, and if only the American bull clique will leave the article alone, we may see a spell of good trade; the mills are quite prepared to buy at present prices, being more or less bare of cotton, whilst

owing to the short time movement which is steadily adhered to, and even, as somesay, on the increase, yarns and goods find a ready sale. According to the latest reports 20 million spindles in Lancashire and Cheshire are now working 40 hours a week instead of 55. Politics are a somewhat disturbing element at present, but unless the crop in the States turns out very much larger than we have been led to believe higher prices may be expected in the summer, and perhaps even before that.

It seems that the Kaiser is after all going for a cruise in the Mediterranean; his yacht, the *Hohenzollern*, has received orders to meet at Genoa, where he will embark on March 4th. A spirit motor-launch will be carried by the *Hohenzollern*, for the first time, as an experiment. It is well known that the Emperor is anxious to see the use of spirits for fuel and other industrial purposes extended, as potato spirits are one of the principal products of agriculture in northern Germany.

The taxpayers in Hamburg have been agreeably surprised by the proposal of the Senate to reduce the income tax for the present year; the surprise being all the greater as a threatening deficit in the budget for 1903 induced the local Parliament last year not only to raise the tax itself, but also to alter the incidence so as to obtain a larger contribution from incomes exceeding M. 50,000. The tax is calculated on the state of Hamburg by so-called "units" per M. 1,000, on a progressive scale, the "units" increasing in proportion to the size of the income; for instance, the "unit" per M. 1,000, on an income of M. 1,000, is M. 1, on one of M. 10,000, it amounts to M. 6.75, on one of M. 20,000 to M. 9. on one of M. 50,000 to M. 11. Up to last year there was no augmentation for large incomes, but since then the scale has been continued, and M. 100,000, for instance, now pay M. 11.50 a unit. According to the requirements of the Exchequer the tax is fixed annually at so many units; last year it stood at seven, which it is now intended to reduce to 6½!

WHY THE CHILEAN SHIPS WERE BOUGHT.

Lord Selborne is at some pains to explain why the Admiralty refused last year to purchase the two Chilean ships as "not being suitable for their purpose," and yet have bought them this year. He says:—

"In principle it does not suit the Board to have in the Fleet one or two battleships of a special design. The tactical and administrative advantages of a homogeneous squadron are so great that the principle of modern building policy in respect of battleships is unquestionably to build in homogeneous squadrons. The application of such a principle must, however, obviously be governed by the circumstances of the moment, and the price of a given ship.

Under the circumstances which existed a year ago it did not seem to the Board advantageous to the country to invest £2,200,000 in these ships, but under the circumstances of the present moment it did appear to them a good bargain for the country that they should be purchased for £1,375,000."

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